15¢ VOLUME III NUMBER 8 WEEK OF MARCH 3 THROUGH 9, 1966

CYCLE NEWS

THIS WEEK THE NOMADS M.C. HOSTED SCRAMBLERS AT THE DAM.

VICK OVER FERRO AT 4-ACES MOOSE CHASE

250 riders turned out for a beautiful day to ride the Annual Moose Run hosted by The Four Aces. This club is primarily a TT club, but they put on one of the best limed, well organized desert events a—round. This run was rough tough and seperated the man from the boy in a hurry.

It had one sand hill that had 100 riders strung out all over the side of it on the first loop. Those who got there the firstest made out like bandits.

Dick Vick got the lead with Bob Ferro pushing hard, Mulder was in third place for the first loop and at check three on second loop it was still that way. Mulder snatched the lead into the pits on the third loop. While he stopped and had his hands taped because of blisters. Dick Vick took the lead back again and held it over Ferro but only by yards. Mulder fell way back; his hands were giving him trouble. Later he said he "just couldn't hang on it was too much."

This was no race for those who blister easily. The 27 mile, three loop course was rocky as they come and it was mainly rider ability that counted.

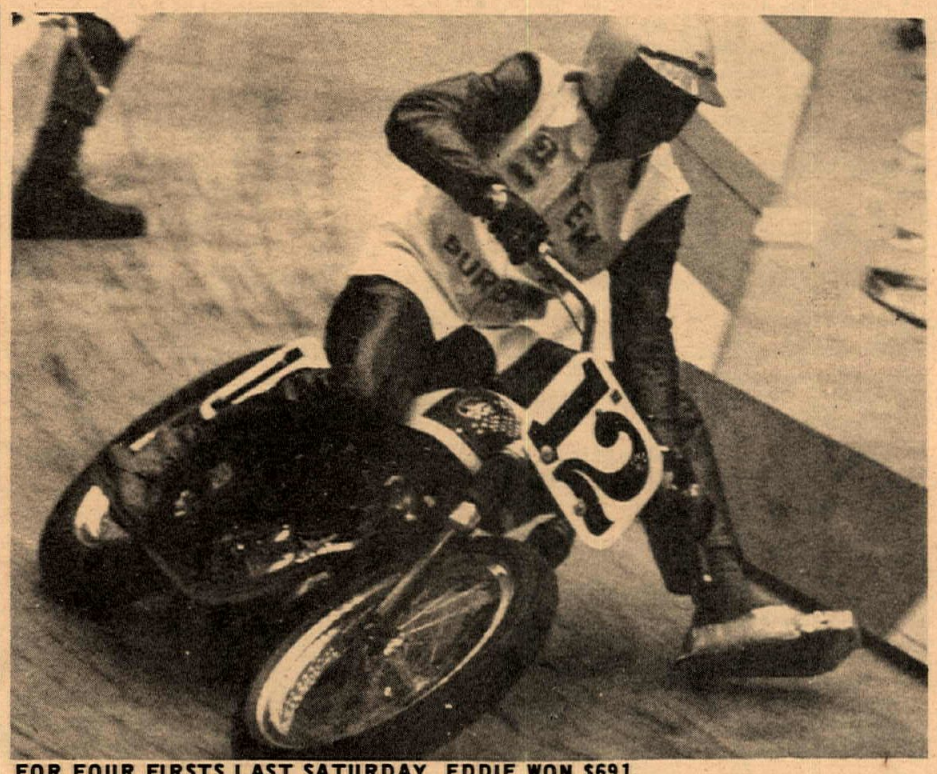
The results for the Moose Run which appear on page 12 are unofficial because some of the riders were discovered out

STORY AND PHOTOS BY LARRY HALEY

DICK VICK (IN FRONT) LED BOB FERRO BY JUST THIS MUCH.

on the course Saturday before the run. Their numbers taken down by the sponsering club and they will be submitted to the 37th District Sports Committee for possible protest.

Needless to say the Four Aces are proud of their job. It was a good run and the club members are hereby commended for a fine job.



FOR FOUR FIRSTS LAST SATURDAY, EDDIE WON $691.

MULDER CONQUERS CONCRETE 3RD STRAIGHT

Eddie Mulder swept to his third straight main event win last Saturday night in the new type of racing that is breaking all attendance marks. The third indoor short track event at Long Beach Arena again produced another record crowd and a record indoor purse to the riders.

Fans poured in like there was no tomorrow and were greeted by 120 riders who were ready to do or die for the whopping $3400 purse!

Money man Mulder won everything in sight after coming within a whisper of missing the show due to a faulty engine in the early elimination heat races.

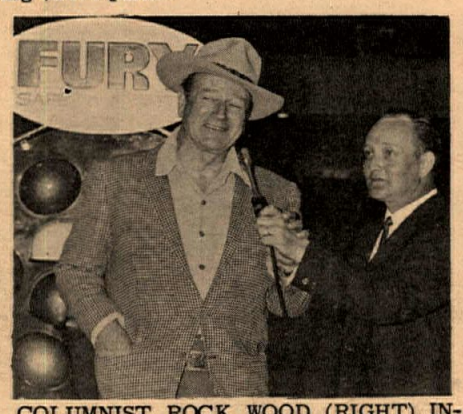
When the regular action was ready, so was Mulder as he won his ····· semi, trophy dash and main event. He then topped off the evening by winning a special match race over eastern indoor champ, Gary Nixon.

Mulder was boxed in early in the final but again stuck his front wheel low to the pole to get by for the win with a new record for the third straight time in the 15-lap feature main event.

Nixon posted the fastest elimination heat race time but fell off in the regulation heat race and eliminated himself from the rest of the program.

Action was again fast and furious with many spectacular spills and slides. Glen Mounce zeroed Ralph White with the two sliding all the way to the wall. Afterwards in the pit area, White punched Mounce for bringing him down. It is a shame that sportsmanship declines as the purses increase.

Bruce Holland took the hay bales and the wall full bore to miss two fallen ri-



COLUMNIST ROCK WOOD (RIGHT) INTERVIEWS ACTOR WAYNE.

ders. Holland actually opened the door to the main lobby and stuck his front wheel into the foyer. He remounted, shook the hay out of the engine and was back for the restart.

Paul Conserriere was knocked down for the third straight time but was unhurt. Sammy Tanner and Dick Hammer failed to

Continued on page 10

PRADO SCRAMBLES

By Maureen Lee

David Ham out ran everybody in the 250 Expert class with some good racing going on behind him to decide the runner up other positions.

Jim Hunter, astride the Ed Fulbright-tuned and owned Goldstar dominated the 500 Expert class and took a third on his own twin in the Open division, Guy Louis, Royal Enfield-mounted was second behind the flying Triumph of Bill Riley. Riley picked his way through the rough with uncanny ability and appeared to be going as fast as he always does, never giving the others a chance to gain on him.

GOOD RACING

Despite another lightweight scrambles being held the same day, the Nomads still had quite a good turnout of both big and small bikes as Prado on Sunday. There were very few 100cc class entries, most were at Perris for the lightweights—only races reported elsewhere in this issue.

The track is still rough in places, causing the usual share of complaints from riders who prefer Prado's customary hard, fast surface. But we expect it'll be smooth again once the water table level drops underground. In some places the water is so near the surface that it's like walking on foam rubber.

PIE PLATES OK AGAIN

Another message from your District 37 Competition Committee. Seems they've changed their minds on that pie plate business we reported on last week. If you don't have your regular number you can ride one scrambles with a pie plate, but, when you sign up you must fill out your application for your number on the sport and pay for it right there.

Results on page 12

SAN LUIS OBISPO HI MOUNTAIN ENDURO

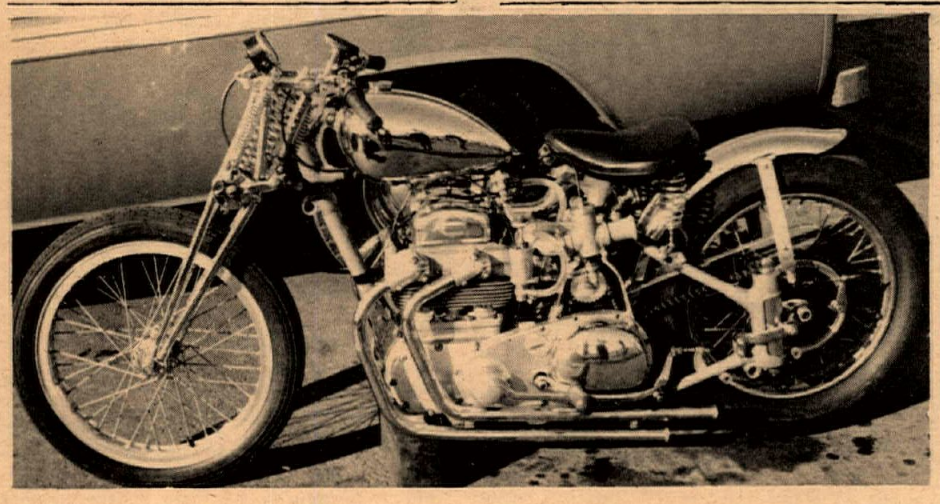
SWEEPSTAKES TO EKINS

By Carl Bartlett

Sunday, Feb. 20th, the Cal Poly Campus in San Luis Obispo was the center of attraction to enduro riders as the scene of the 16th Annual Hi—Mountain Enduro. Host club, the Cal Poly Penquins has only 11 active members but did a creditable job handling the run of 144.9 miles, directed by Dave DeVoid.

Saturday night the riders received their instructions and were then shown movies, their bikes being parked in the campus farm shop where welding facil—ities and other tools were available. Some entrants had to make use of these to

(Continued on page 4)



WE TAKE YOU NOW TO LIONS...

LEFT: THIS BEAUTIFUL ARIEL APPEARED AT LIONS DRAG STRIP RECENTLY, LOOK CLOSELY, IT'S SUPERCHARGED.

Cycle Alley

By R. A. Ebeling

Best elapsed time at Lions drag meet was set by Raslawski at 11.88. In a final elimination for A gas M. Disharoon was staged against Raslawski. Dish had mechanical problems in the earlier part of the day and in a hurried effort to end the ailment, a magneto was borrowed from a Sportster street bike. When the engine was fired it sounded good and both competitors moved to the starting line for the moment of truth. The starting lights flashed green and the smoke from Disharoon's tire proved the problem was solved. But it was not enough, for there was an even greater plume of smoke and acceleration from Raslawski's bike. Raslawski won, turning 11.99 seconds and 107.78 mph.

This was "my kind of weekend" at the

(Continued on page 4)

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CALENDAR OF EVENTS

FRIDAY, MARCH 4, 1966

BLOOD FOR VIET NAM, Flying Wheels M/C Dodger Stadium at Chavez Ravine. 5 Red Cross mobile units will be available, Free refreshments. Marine & Navy Bands.

SATURDAY, MARCH 5, 1966

TT STEEPLECHASE—Novices Only, on new short course. 1 star $300 purse. Presented by J. C. Agajanian at Ascot Park, 189th and Vermont in Gardena. Pit gates open at noon, close 1;30 PM. Racing begins at 2 PM with fastest 20 transferring to the Sunday program for the Novice final. Admission: $2.50 adults, kids 8-12 $1, under eight, free.

SUNDAY, MARCH 6, 1966

POKER RUN — by Southwest Chapparels MC. Call (213) 838-9829. Starts from Laidlaws H-D Sales, So. San Gabriel. Mail entries $1.25, Post entries $1.50, Mail deadline March 1.

MARCH OF DIMES ENDURO — Sunland Shamrocks MC. Start 17 miles North of Mojave on Hwy 14, at CINCO Shell Gas. First rider leaves 8:01 a.m. Mail entry $3, post entry $5. Dist. 37 riders must have Dist. 37 Desert Plates, or have applied for them, or buy them at sign up. All proceeds to March of Dimes.

MONEY EUROPEAN SCRAMBLES, presented by Don Watkins. This & every open Sunday in '66. New course every time. Limed from Hwys 395 & 66 (Barstow). No Sanction points or trophies, just cash. Min of $25.00 for first in each class. All desert rules & rider classification adhered to. Starts promptly at 8:30 a.m.

NATIONAL DRAGS, Formosa Drag strip near Bakersfield, Take Formosa cutoff on Hwy 99 to drag strip.

ACA ROAD RACE, held at Willow Springs in conjunction with Gold Panning Centenial in Antelope Valley. All ACA Classes, begins at 9:30 entries close at 11:30, First race at noon.

TT STEEPLECHASE—100 Lap GRAND PRIX. Presented by Agajanian at Ascot Park, 189th and Vermont in Gardena. Pit gates open at 10:30 a.m. close at 12:30 a.m. Time trials begin at 12:30. Racing starts at 2 p.m. Admission: $3.50 Adults kids 8-12 $1, under eight, free.

WEDNESDAY, MARCH 9, 1966

CYCLE MOVIES— Santa Monica Civic Auditorium.
Doors open 7 p.m.
First Show 8 p.m.

SATURDAY, MARCH 12, 1966

SHORT TRACK—AMA Class C-Professional events at Monterey fair grounds at dark.

SUNDAY, MARCH 13, 1966

TT SCRAMBLES—Oilers MC. at Dehesa Track near San Diego.

TT SCRAMBLES—by Gripsters MC at Prado Park. Dist. 37 points event. Small bikes at noon. $1.25 donation, $1 entry fee. Take Riverside Fwy toward Riverside to Hwy 71. Turn off 71 on Euclid toward Ontario, go approx. 1 8/10ths miles to Pine, turn right and go to grocery store at fork in road, turn right and continue out past Womens State Prison to track.

PROFESSIONAL TT, San Jose Speedway, Dist. 36.

SCRAMBLES — by Hawthorne Gophers at Bay Mare Track. Little bikes practice at 8:30, heavyweight Expert and Amateur at 11:30. Novice Heavyweights start at 2:30. From 1000 Oaks (Ventura Fwy) take Hwy 23 North to Hwy 118. Left on 118 across RR track, right on racetrack road about ½ mile past tracks.

HARE SCRAMBLES—Sandblasters M/C, AMA sanctioned Two separate courses. Held at Ridgecrest, Calif! Limed from intersection of Ridgecrest & China Lake Blvd. Entry fee $3.25 including 25¢ for stand by ambulance. Trophies for all classes. Starts at 10:00 a.m.

POKER RUN—Napa MC, hosts their 6th Annual at Napa.

SCRAMBLES — by Stanislavs MC. in Modesto Area.

PROFESSIONAL TT—at Altamont Speedway (Northern Calif.)

SUNDAY, MARCH 20, 1966

ACA ROAD RACES — Carlsbad Raceway. Watch for details.

SCRAMBLES — Hawthorne Gophers MC at Bay Mare. Little bikes practice at 8:30, heavyweight Expert and Amateur at 11:30. Novice heavyweights start at 2:30. From 1000 Oaks (Ventura Fwy.) take Hwy. 23 North to Hwy. 118. Left on 118 across RR track, right on racetrack road about ½ mile past tracks.

HARE SCRAMBLES—Lost Angels MC. Dist 37 points.

SCRAMBLES, Richmond Ramblers M.C. at Richmond.

POKER RUN, 3rd. Wonderlust M/C, at Pleasant Hill.

SCRAMBLES, 1st Foothill Scrambles at Oakdale.

SCRAMBLES, 11th. Salinas Ramblers M/C at Salinas.

FIVE CLUBS POKER RUN, 2nd Annual by Oxnard M/C Clubs. Starts at 10:00 a.m. sharp, at Disco Parking lot Vineyard and Hwy 101, Oxnard. For more information contact Ben Strongman, 4020 So. "J", Oxnard. Phone (805) 483-7600.

SUNDAY, MARCH 27, 1966

POKER RUN, 1st. Tracy M/C at Tracy.

SCRAMBLES, So. County M/C at Uvas Dam. Dist. 36

SUNDAY, APRIL 3RD

HILLTOPPERS NATIONAL HARE & HOUNDS RESCHEDULE. Limed from Y at Lucerne, and also from Barstow. 10 a.m. Sharp. Souvenir and finishers pin. AMA points run.

CYCLE NEWS

(the Voice of California)
1185 East 19th Street
Long Beach, California 90806
or: Box 498, Long Beach, Calif.

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9 a.m. to 5 p.m. (213) 591-6113
24 hours (213) 591-2088

Published weekly except the first and last week of the calendar year by G& S Publishing Company, P.O. Box 498, Long Beach, California.

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Published 50 weeks a year in Long Beach, California. Entered as 3rd class mail at Long Beach Post Office. Any part of this newspaper may be used without permission as long as credit is given. Editorial contributions, cartoons, photos will be paid for upon publication. Self-addressed, stamped envelope assures return.

Single Copy Price.....15¢
Subscriptions: One Year 3rd class mail.....$5.00

Advertising rates will be sent on request.

A MOTORCYCLE JOURNAL

The story of two young racers (later joined by a third) who journeyed from California to the East, growing up along the way, continues. We rejoin our young heroes, still in Arizona . . .

By Jim Nicholson, Marty (Mark) McDonald and Jim Ashmore

March 29, 1963 — Friday

HELL

I got up at 5:30 in the morning and worked to 2:30 it was easy and I ate more good food than I had for weeks. Soon as I finish writting this I am going to tell them I quit! You may now think I am nuts but let me fill you in on this "mad Ranch". I just found out that half of the hired hands on his ranch are Queens, lesbians, every type of homosexuals Id ever believed imaginable. I found out that the guy I work with, the other dish washer on my shift, is a Queer as can be. It didn't dawn on me till I realized this guy about 50 years old started being unwelcomely friendly. Such as, "why don't I come and stay in his room," etc. Now I finally realized why the chief has asked me if I like girls and do I take them out, while interviewing me for the job.

This guy im telling you about named Scotty is really a nice guy, Yah, he'll even let you eat crackers in bed with him. He hasn't any teeth which now I know why. He probly ate them for dinner one night when he got a little too fresh. I asked my two room mates about him and they told me he was one of four or five known Homos on the ranch. and to tell you the truth I feel sorry for those guys, because I know they were born that way. That is why I am leaving this joint in a hurry, not because I am afraid of these queers but because of the fact that I hate no one more. Right now I feel so low and hateful toward them that I can't stand to even have them in my presence. For one lives and sleeps on each side of our room. If one touches me I know I will bash the hell out of him. I really donot or can not believe there is such people.

Jim Ashmore said that at the bus depot one sat next to him, grabbed his leg and made a pass at him, he knoked him and got the hell out of there. Last night Jerry, one of the Homo's, a quiet heavy set guy gave me a scientific book (I didn't know he was homo then) which states one out of every sixth man in the U. S. is homosexual. I am leaving right now hoping I won't run into one on the way. My suitcases are packed and I just gave one of the pin up girls over my roomates bed a goodbye kiss.

March 30, 1963 — Saturday

BACK TO CIVILIZATION

Jim Ashmore Writes

I stayed with a friend last night. He brought me down to the place where Mark and Jim were staying. They were surprised to see me I told them why I quit my job and they both said they would have done the same thing. I noticed that one of the rear windows were missing, I found out that they had left the truck at a gas station and when they came back, and saw that window was missing they thought that someone had broken into the truck. Later they found out that a cigar ash had caught a blanket on fire and someone broke in the window and put out the fire with water. We were very fortunate that someone had noticed it. We went swimming at Sabino and ran into some guys in the Airforce, they told us that we could get a case of beer for $2.00 if we followed them to the base. We bought two cases and went back to Sabino. We drank a case between all of us while we flicked bottle caps "Surf Stile". After that we went to Johnie's a hamburger place the same as the Bob's we know. Mark went riding around with some girl he met the night before, Jim and I went back to Sabino.

(Continued next week)

Voice of California

A rebutal to the "Its time to fight" article in the February 24th edition of CYCLE NEWS.

I should like to begin by expressing my firm belief in your rights as a citizen in publicly expressing your opinions, as long as they do not infringe on the equal rights of others.

The ideas as expressed in your slashing attack on the contents of the February 21st TV program "Run for your Life" would appear to be right in the mainstream of 17th century puritanism. The way you screamed over your bloody "public image" one would think you were running for public office.

Every time some straight laced, antiquated senior citizen group passes some ludicrous local law infringing on the legal rights of motorcycle riders what happens? Instead of raising funds for legal advice to fight the discriminatory law, you and your type perpetuate not only the unjust law but also the preposterous thinking which went into i's creation by your damnable moral witch hunt. Your public image is worth little in comparison to others right to personal freedom, (within limits set by and punisable by law.)

As I said in the beginning of this letter, I recognize your right to express your opinion, but I do not recognize your right to hand down moral condemnation on the rest of us.

Lew M. Warden III
San Bernardino

EDITOR — We also recognize your right to belong to the 1%, but not your right to spoil the sport for the rest of us.

I sure enjoyed your CYCLE NEWS. I wish we could establish something similar up here in the San Joaquin Valley. Right here in my small home town of Kingsburg, 20 miles south of Fresno, there are just a small minority of motorcyclists. This is the town where "Windy" Lindstrom was well acquainted and liked. Years ago there was a club here, but it seems like this new era of humans just aren't man enough or clean sport minded enough to band together and have scrambles, trials, etc.

As of yet I don't have another bike, I sold my 74 Harley last summer, my wife needed a new refrigerator (how's that for sacrificing?). I plan on getting another motorcycle real soon.

The Pathfinders M.C. of Fresno is doing a real good job as far as I know and I wish there was more publicity for the ignorant citizen regarding "motorcycling" (2-wheeling). Keep up the wonderful work.

Harvey B. Johnson
Kingsburg

Editor—No need to establish "something similar" when you have us. CN is the Voice of California, that means we are for you, too.

"RUN FOR YOUR LIFE" Irony

A series of calls to the public relations department of Shell Oil Co. to protest the glorification of "bad guy" motorcyclists on a TV show co-sponsored by Shell, turned up some interesting information.

"We haven't got anything against motorcycle riders," a Shell spokesman said. "In fact, Shell owns a motorcycle company...Hodakky, I think it's called." Hodaka? we inquired. "That's it," the spokesman confirmed. Double checking, we discovered Shell had recently purchased the U.S. importer of Hodaka, an Oregon Chemical company, which distributed the Japanese made cycle through its subsidiary, Pacific Basin Trading Company. It is not known whether Shell still owns "Pabatco."

How's that for irony—a motorcycle importer unwittingly sponsoring a TV show that is harmful to his own business. New name for Hodaka riders: "Shell's Angels."

LONG EDITORIAL

THE MOTORCYCLE DILEMMA

By C. Clayton

At present California is churning with the birth of new organizations, associations, riders societies, etc. all ostensibly dedicated to "Improving Things" for motorcycle enthusiasts. We at Cycle News have chosen not to devote our scant pages to the aims and claims of these organizations because 1.) they are too lengthy and 2.) we prefer to report progress, not promises.

There is no question that organization is needed to combat two perils to our favorite sport. One of the menaces lies outside our ranks and the other bores from within. But none of the organizations we have heard proposed comes near what is needed. One group promises to improve public relations on a nationwide scale while its charter members jeer at policemen. Others limit their appeal to just one faction of the total sport

People ask, "When is the A.M.A. going to do something about it?" But the hard fact is, we would not be wise to expect Columbus to solve this problem for us as long as the American Motorcycle Association continues to operate like a small business, trying to serve nationwide needs. Most of the A.M.A.'s energies go toward governing national racing and even there we find no outstanding successes to report. The fact that two championship events were cancelled across the nation last year cautions us not to hope in vain for help from Ohio.

We view with alarm the sudden proliferation of new associations all struggling somewhat blindly to enlist enough members to make their voices heard. We asked one promoter of such an association what he would do if he suddenly had a million members. "I would walk into Governor Brown's office without an appointment and **demand** our rights!" was his immediate reply. Obviously this is not the right kind of manners we need to succeed in Sacramento.

Representation in state and local governments is often mentioned as the most important thing we need. Even those who subscribe to the legislative report occasionally fail to note an injurious bill until it has already passed the houses of legislature and is forwarded with a "Do pass" recommendation to the governor.

The crisis involving off-the-road riders is the most pressing problem facing the motorcycle sport and industry today. All up and down the state, but especially in Central California where the Sierra Club holds sway, funbike trails are being posted as fast as you can say "no motorcycles allowed."

Three of our good dealers in the central coastal area told Cycle News they have not been able to sell a single trail bike in the past three months because of the wholesale closing of trails, permitted by a recently enacted state law.

Private property which used to be accessible to cycles is rapidly becoming off limits while a greater number of cyclists are trying to have fun on the shrinking terrain still available to ride in.

There is much that needs to be said about this matter and the problems confronting road riders and even racers. Next week CYCLE NEWS will suggest a few solutions to the trail riders plight. We welcome letters from readers on this subject.

(to be continued)

THE REVVIN' REVEREND

(Reprinted from Burbank Free Press)

By AL FRIEDENTHAL

Nobody ever said that God's messenger couldn't drive a motorcycle and Burbank's circuit-riding minister is certainly proving this.

The Rev. Robert E. Sanders of the Burbank First Congregational Church is currently attending to his pastoral duties aboard a Honda and he's received no complaints—although some parishioners worry about his health.

The Rev. Sanders assures all that riding a sports cycle is perfectly safe. Mrs. Sanders supports his contention.

Not only are the small cycles safe, they are economical. One can minipulate them in dignity.

The Rev. Sanders says he gets 160 miles to the gallon, whereas before, with his auto, he was limited to about 16 miles. This can mean a great saving to a minister, who must always be prudent in the expenditure of money.

The minister, a native of Pasadena, averages about 1,500 miles a month making calls to parishoners. His "circuit ride" covers hospitals throughout the area to tend the sick and make house calls.

The first 300 miles on the Honda cost him 52 cents.

A man of the cloth certainly can retain his dignity as well as his cash by this means of travel.

Attached to the Sanders' cycle are pouches—which he calls saddle bags. In the bags are vital material as well as notes for the church newsletter, dubbed "Notes from the Saddle Bag."

The Rev. Sanders first got the idea for going about his chores on the cycle when he viewed the recent Tournament of Roses Parade. He saw many well dressed parade officials going up and down the parade route on motorcycles.

After investigating their cost, he purchased one.

Recently, the minister dropped into this newspaper office, wearing a neat business suit and holding a crash helmet in his hand.

Mrs. Sanders, a New Englander, also has taken to the two-wheeled means of transportation.

Rev. Sanders

The Rev. Sanders had just come from a meeting of other ministers when I met him. If there were any comments about his leaving on the cycle, he hasn't heard them.

The Rev. Sanders served in New England churches for 10 years before coming here in August.

He and his wife have a daughter, Laurie Jean.

At one dressy church occasion when his wife wore heels, the couple left the affair together, he piloting the Honda and she sitting side saddle on it.

This will only be a temporary happening, however, since Mrs. Sanders is most anxious to have one of her own.

UNDEFEATED EDDIE MULDER

AT LONG BEACH INDOOR SPEEDWAY Feb. 26, 1966

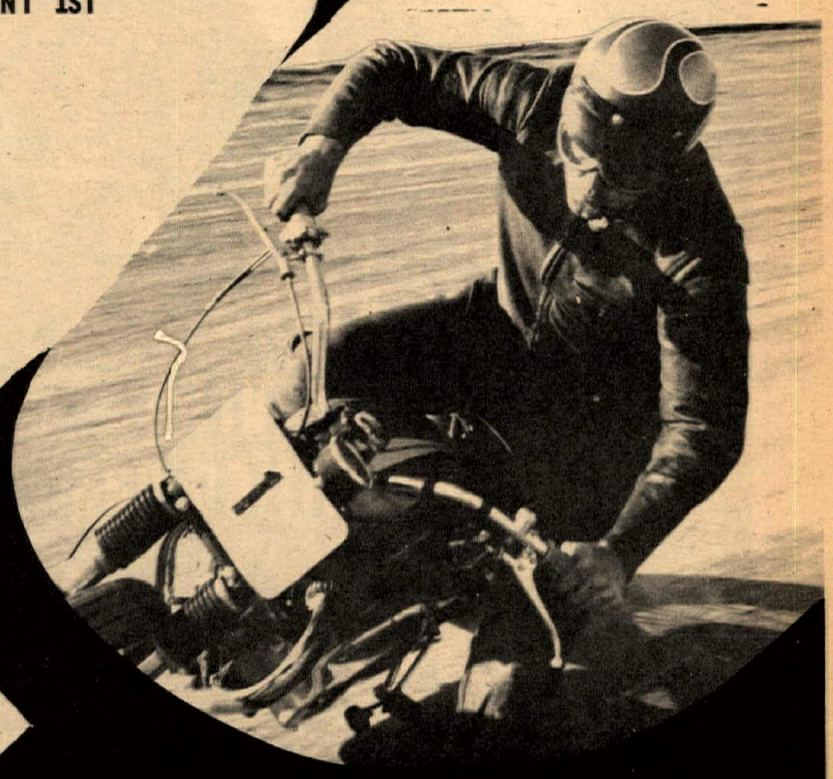
SEMI MAIN 1ST

TROPHY DASH 1ST

MATCH RACE 1ST

A MAIN EVENT 1ST

TRIUMPH



BILL RILEY AT PRADO WINNER OPEN EXPERT CLASS NOMADS TT-SCRAMBLES FEB. 27

WESTERN DISTRIBUTOR: JOHNSON MOTORS, INC., BOX 457, PASADENA. CALIFORNIA

DRAGS (*Continued from page 1*)

drags. Every man there was a sportsman! Some of the finest motorcycle mechanics, who have paved the way in new ideas and wizardry, William Butler, Mike Tucker, R. Raslawski and many others make great competition and friends at the same time.

Dan Kleiman had his new gas-burning Triumph double in the A gas class but lost in an earlier round against Raslawski. I asked Dan if his mechanical problems had been solved with the day's racing and he replied "All I did was find new ones". I predict, we'll watch Dan turn in the low elevens in a short time.

Among other bikes in the C street class were two orange colored Honda 450's and Walt Magness' paint must have dazzled his opponents, for he won the the class turning 15.23 at 87.37.

For a pleasant variety we had a trim young lady, Lana Mak, entered in the day's events. Lana rode her own Honda 160 and received the class trophy. She will be back and promises to squeeze every bit of performance possible from her bike. **(Editor — Lana was a CN Feature Girl in the Nov. 11, 1965 issue.)**

Bill Butler's B gas Triumph really came on strong in the miles per hour department and won the class with a top end speed of 112.54. The elapsed time was 12.50.

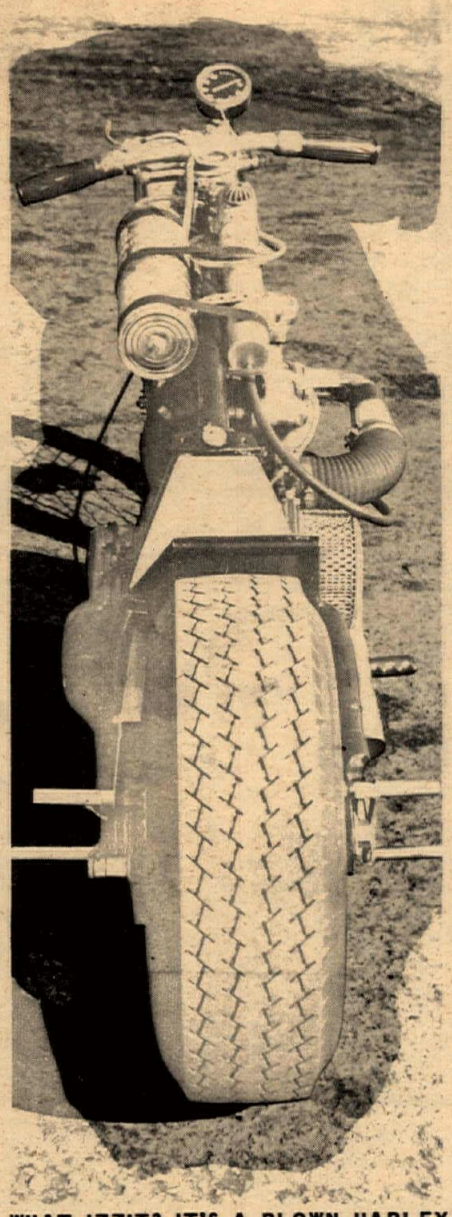
MEANWHILE, FONTANA DRAG STRIP

Fontana's top bike was Don McEvoy. Jim Cook rode for Don and took the 650 through the lights at 10.49 E.T. and 131 miles per hour.

The top gas bike was owned and ridden by Nira Johnson, Nira turned 11.71 and 115. It won't be long and Nira vs Butler will be the race to see.

SAFETY BY CHRIST

Fontana and Ben Christ have disappointed me. I have a great deal of respect for Mr. Christ and his financial accomplishments. When he assumed management and told us of the improvements that were to take place, I envisioned great things. Now the picture has turned grey. This weekend bikes and their riders were allowed to enter and compete without any regard to safety: Chain guards and steering dampers were not required, leather jackets and gloves were not required. What other neglect of common common sense safety that they will allow in the future I have no idea. I can say, that this lack of safety requirements, if allowed to continue, will have repercussions, not only at the drag strip, but to cycling as a whole.



WHAT IZZIT? IT'S A BLOWN HARLEY DRAGSTER THAT WAS OUT FOR A CRACK AT LIONS' $1500 PURSE LAST WEEK

HOW TO GEAR FOR GO

Standard gearing on your motorcycle may not be best suited for the performance you desire and if it is not correct, the engine life may be shortened! Gearing for maximum competition performance and for ideal street use at the same time is impossible and so we must approach the two uses separately.

Quarter mile drag gearing and T.T. or road racing are approached with the same goal in mind, to attain maximum speed at peak RPM just slightly short of the end of the long straightaway, then the machine is giving you everything that it can.

LET'S DO IT!

First step is to determine the primary gear ratio. Count the number of teeth on the sprocket attached to the crankshaft and the number on the clutch sprocket. The crankshaft sprocket will be smaller than the clutch and so divide the smaller number into the larger. Let's say the drive sprocket has 21 teeth and you count 42 on the clutch sprocket. The ratio then is 42 divided by 21 equals 2 or, 2 to 1.

Second step is to count the number of teeth on the counter or gearbox sprocket and the number on the rear wheel. Divide again the smaller number (counter shaft) into the larger (rear wheel). After you have obtained the two answers, multiply one by the other and you will then have the final top gear ratio of the machine.

Many owners manuals provided with new machines will give you the final drive ratio we so laboriously computed. If you have one, check your manual before sharpening the pencil.

This is only half the answer to gearing for go. Next week: RATIO plus R.P.M. equals SPEED.

NEW SPROCKET CATALOG

New 24 page 1966 catalog of Aluminum Alloy Sprockets is now available from Tab-Loc, listing the largest selection of Bolt-on, Overlay, and Transmission sprockets in the country. Find any ratio you want for all bikes, all for immediate delivery.

You can get the catalog from any Tab-Loc dealer or send 25¢ to Tab-Loc, 15018 E. Ramona Blvd., Box 220CN, Baldwin Park, California, 91706.

HI-MOUNTAIN ENDURO From page 1

install mandatory spark arresters which were sold and installed on the spot.

The actual run had cool, sunny weather with gusty winds when the first riders left at 8:01 to face a course that included fast and slow trails, roads, rocks, creeks and rugged hills. Many riders couldn't even make it to the noon check at Navajo Camp where a supply and food truck was located. Riders entered the check on a fast sand road and left on a steep uphill trail providing thrills for the spectators.

Many enduro "technicians" were annoyed to find the end marker of the five mile speedo check blown away by wind, but this didn't bother the "just go" riders who hardly worry about the finer points of enduro riding anyway.

The first riders made it in to the last check at the proper time of 2:45, with the last battered stragglers in by 4:00, and Dave Ekins on a Suzuki was the apparent Sweepstakes winner. It was a tough run but most competitors came back grinning and said they'd ride again next year. (Complete results will appear in CN when they are tabulated).

Norton

Molders & Reese
750 CC ATLAS
sets ¼ mile drag
class B modified gas

109.22 mph.
e.t. 12:26

A.H.R.A. WORLD RECORD

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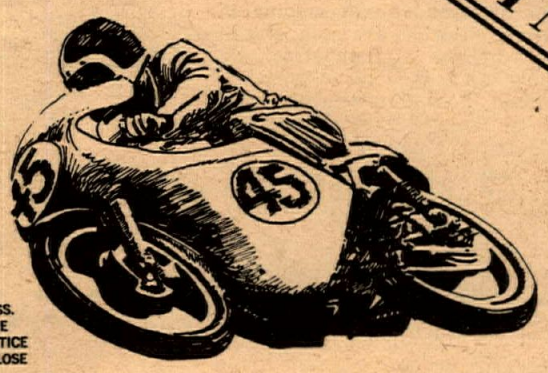
ROAD RACING



ALL ACA CLASSES INCLUDING THE 100cc CLASS. ALSO TWO RACES FOR THE "PRODUCTION" CLASS. PRACTICE BEGINS AT 9:30. ENTRIES CLOSE AT 11:30.

Entries and inquiries: 145-B West Whiting, Fullerton, Calif.

SUNDAY MARCH 6

WILLOW SPRINGS

Above, eager to leave noon check, riders await the starters signal. Below, the trail winds into the hills. It was a long way down for anyone losing the lime on this section!

VIVA

THE MIGHTY MONTESA *ROARS AHEAD!* FIRST

(as expected)

John Coots—#10X—Montesa

250 EXPERT

and 11th over a pack of 156

COACHELLA VALLEY M/C HARE SCRAMBLES

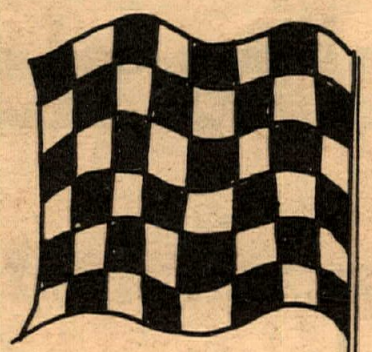
AND FIRST

(as expected)

Chris Hartman—#578X—Montesa

250 NOVICE MAIN

Perris Valley · Riverside Bombers M/C TT Scrambles



IN CASE YOU HAVEN'T NOTICED— THE LIGHTWEIGHT BIKE WITH THE HEART OF A BULL IS THE BIKE TO BEAT!

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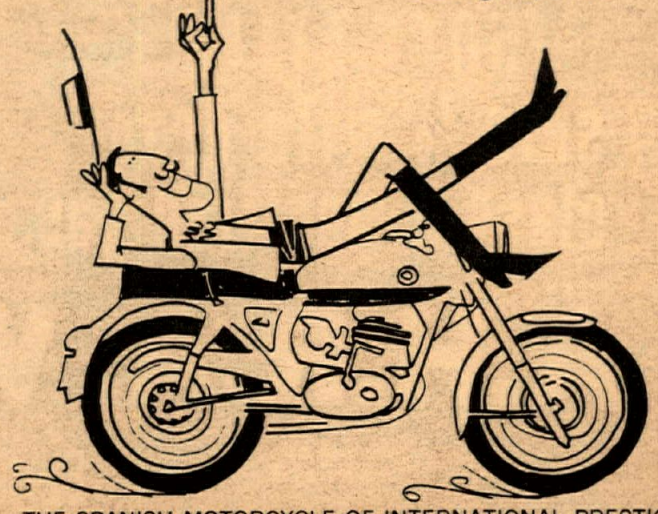

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2114 S. Alvernon Way, Tucson, Ariz.
DAN'S CYCLE & SPORT CENTER
320 E. Walnut, Lompoc, Calif.

SMALL ONES AT PERRIS

They may be little bikes but, they did some big time racing at Perris this past weekend. Conditions on the track were just the opposite of January 30th, when all you really needed to win was an outboard motor replacing the rear wheels.

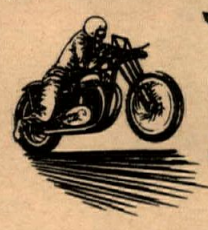
It is easy to see we are getting back into our summer season of racing, easy to see that is, if the wind is blowing dust the other way, but the club did a good job of keeping the dust down and the track up.

The races started on time and ran on the time schedule printed on the posters. It was a good show and a safe one, with two riders winning two events each. Keith Mashburn kept up his winning streak in both the 50cc and the 100cc events. Greeves-mounted Lee Stumpenhaus took top honors in the 175-200 Expert class and the 250 Expert class. Dave Smith proved again that he's good in the rough by taking the 125 Expert class on his Honda Benley.

ABOVE: Robert M. Williams, Junior gives the rebel yell as he changes over the perris jump last Sunday, pursued by #545 Fred Edwards. They placed 6th and 10th in the 100cc Amateur-Expert main event.

WILLOW THRILLER THIS SUN.

This coming weekend, March 6th, at Willow Springs, Buddy Parriot, the A.C.A. Number One 500cc rider, will be competing against John Buckner in the 250cc class. Both will be on Yamahas. John has won all the A.C.A. 250cc events he has competed in this year, with Buddy finishing in second position, but we hear tell Buddy is out to see if he can win this coming race. Two weeks later on March 20th, the same boys will have another opportunity to compete against each other at Carlsbad.



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BULTACO

Beats the Unbeaten

NOMADS M/C TT Scrambles – 2–27–66 PRADO PARK

1st Pl. 250 Ex Main
David Ham.....BUL
2. D. Keeter..... Diablo*
3. L. Walter 3..... BUL
4. L. Patrick..... BUL
5. D. Yerkes.....BUL

*Entered on a 66' LaCrosse, but finished on a 65' Diablo!

1st Pl 250 Am Main
M. Morrisey.....BUL

1st Pl 200 Am Moto
C. White.....BUL
2. P. Todd..... BUL
3. D. Lindsey..... BUL
4. T. Davis..... BUL
5. J. Nowak.....BUL
6. D. Lloyd..... BUL
7. M. Compton.....BUL

1st Pl. 175–200 Ex Moto
2. J. Runyan..... BUL
2. D. Jones..... BUL
3. J. Davis..... BUL
4. D. Yerkes.....BUL
5. F. Nester..... BUL

1st 125 – 175 Am Moto
Rollie Clark..... BUL

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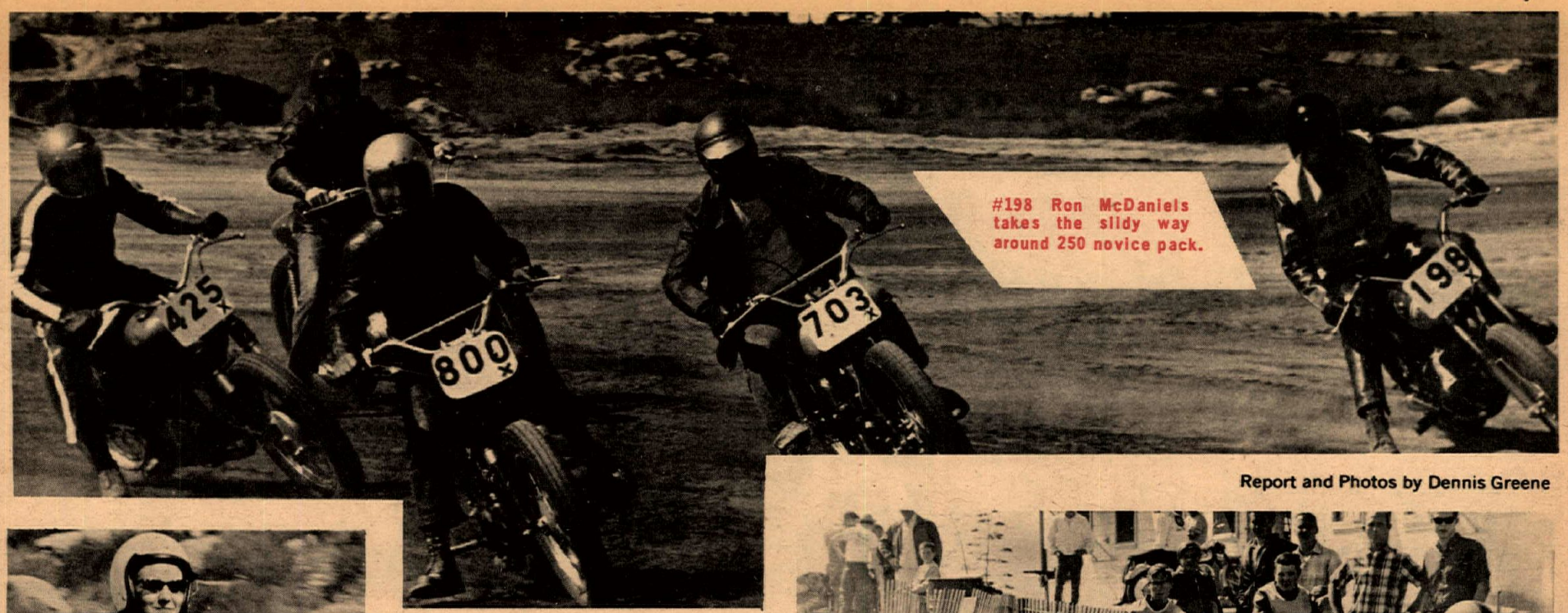
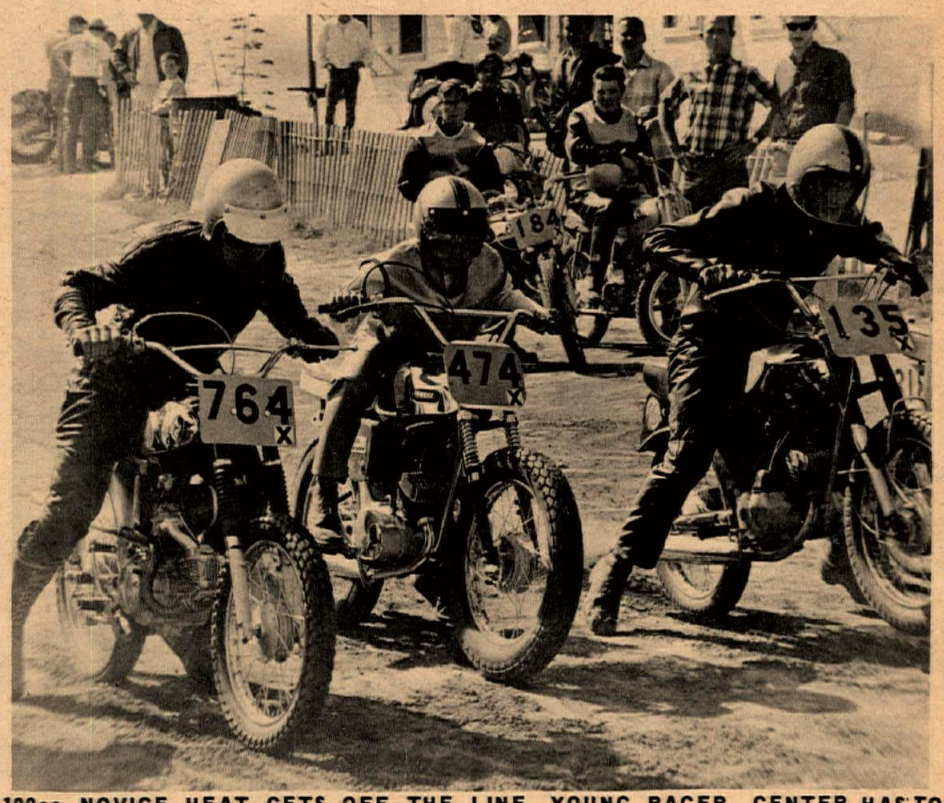


#198 Ron McDaniels takes the slidy way around 250 novice pack.

Report and Photos by Dennis Greene

Eolene Long knows how to have fun. GO, lady!

DAVE SMITH PEELS OFF



100cc NOVICE HEAT GETS OFF THE LINE. YOUNG RACER, CENTER, HAS TO STRETCH TO TOUCH GROUND

MARCH 9

YOU ARE CORDIALLY INVITED TO BE AMONG THE FIRST TO SEE THIS 2-HOUR PROGRAM OF MOTORCYCLE ACTION MOVIES, PREMIERING FOR ONE NIGHT ONLY IN SOUTHERN CALIFORNIA. IN THE SPECIALLY FILMED ½-HOUR LOCAL SEGMENT YOU ARE THE STAR AS YOU RACE AND SPECTATE AT LIONS AND IRWINDALE DRAG RACES, INDOOR SPEEDWAY, SCRAMBLES, ETC. THE FILMS ARE NEW, NEVER BEFORE SHOWN (EXCEPT "THE RIGHT LINE", ROAD RACING CLASSIC, BROUGHT BACK BY POPULAR DEMAND). SEE YOURSELF. SEE YOUR FRIENDS. SEE YOUR FAVORITE SPORT IN ACTION, PRESENTED BY CYCLE NEWS. (DOORS OPEN 7 P. M. COME EARLY, TO VISIT THE NEW CYCLE DISPLAYS IN THE LOBBY) SANTA MONICA CIVIC AUDITORIUM

ARIZONA ASKING FOR IT AGAIN

By Chuck Clayton

Tucson, a dried spot on the way to better places, produces champions at throwing bull. Generally they perform best astride something four-legged.

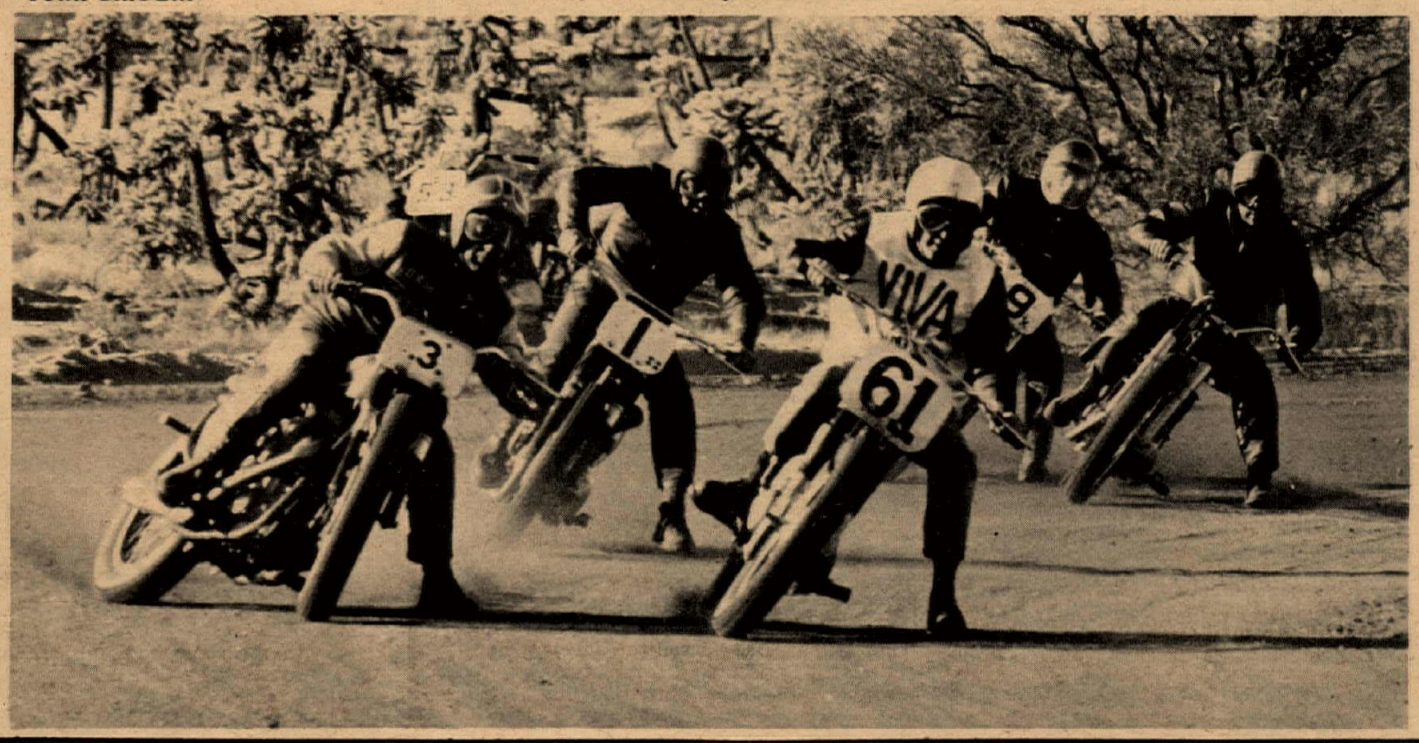
Lately the Arizona cowboys have swapped their horses for two-wheeled broncs, but they still throw that bull as much as ever.

Once, in a fit of egotism, they invited defeat at the hands of experts, by welcoming California types to come and try their new Eastside Park track. A few Californians led by Jim Hunter took care of the big bike competition and the 250cc novice class, but in a sweepstakes race at the end of the day, a Tucson Expert, Mike Bradley, kept his 250cc Ducati ahead of Hunter's 500 BSA long enough to win on the tight, smooth course.

Now the Tucson types dare any California racer to come and beat Bradley and fellow 250 Expert Bobby Beard. On their track, of course.

TUCSON'S MIKE BRADLEY

Below, Left to Right: HUNTER, BYRON BOAZ, DAVID BINNS, BOB BEARD, JOHN BINDER.



If any amateur or 2nd-year novice 250cc rider would like to take a weekend out of his busy schedule and put the cowboys' minds to rest as to *who* is the fastest, our reporter in the area will supply the story to CYCLE NEWS.

In return for Arizona's kind welcome, let us hereby turn the tables and invite Mssrs. Bradley and Beard to attend one of our frequent shindigs. Come this weekend to Prado Park, which is *almost* as nice as your Eastside Park, and where even the novices go awfully fast and seldom fall off.

RATES: $50 per year (50 issues) for any single business listing.

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TELL THEM YOU SAW IT IN CYCLE NEWS

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SAN FRANCISCO CYCLE SCENE

By Darryl Skrabak

Could the San Francisco motorcycle scene be summed up in one word, the word would be "change". Consider:

Champion Speedway, the bay area's half—mile arena located across the freeway from Candlestick Park, home of the San Francisco Giants, abandoned motorcycle racing last year. And while Champion is being paved for the upcoming season, thus permanently ruling out bikes, a new half—mile near Livermore will try for the mantle of "Ascot of the North"

BSA motorcycles, heretofore distributed to the Western United States from Oakland, is moving its headquarters to Los Angeles.

The pressure of population growth continues to encroach on off—the—road riding. One county has even closed off its fire trails to motorcycles, and sportsmen events are being forced farther from the bay area.

Hell's Angels have joined the social elete. Yes, it's true. While the rest of motorcycling has been struggling to put forth a new image, the Angels, remaining their grubby old selves, have leapfrogged from the bottom to the top of the avant garde heap. They have status.

How this came about is still unclear, and is peculiar to the pop art world of San Francisco. Nevertheless, some portions of the road upward can be charted.

A starting point might be "Scorpio Rising," a half-hour color film by Kenneth Anger, released in 1963, the film featured a Brooklyn motorcycle gang and received good exposure in some art movies houses and college theaters.

The next indication of the upward trend of the Angel types appeared, very surprisingly, in the society columns of the San Francisco Chronicle. The city's social elite, according the to Chronicle, was throwing parties at a motorcycle bar called the Tool Box.

On those party nights, however, the girls and boys in the social swim integrated the Tool Box. According to the Chronicle, which is very blue—blood in these matters, a good time was had by all.

The California State Attorney General issued an official report on the Hell's Angels and predictably, the newspapers and magazines, including Time and Newsweek took off on the Attorney General's report. In turn, these articles were picked up by media for the intelligensia.

Commented The Nation, a 100 year—old journal of liberal opinion, in its May 17, 1965 issue: "The difference between the Hell's Angels in the papers and the Hell's Angels for real is enough to make a man wonder what newsprint is for."

Lest the wrong impression of The Nation's viewpoint be given, the article continues, "Despite everything the psychiatrists and Freudian casuists have to say about them, they (the Angels) are tough, mean and potentially as dangerous as packs of wild boar."

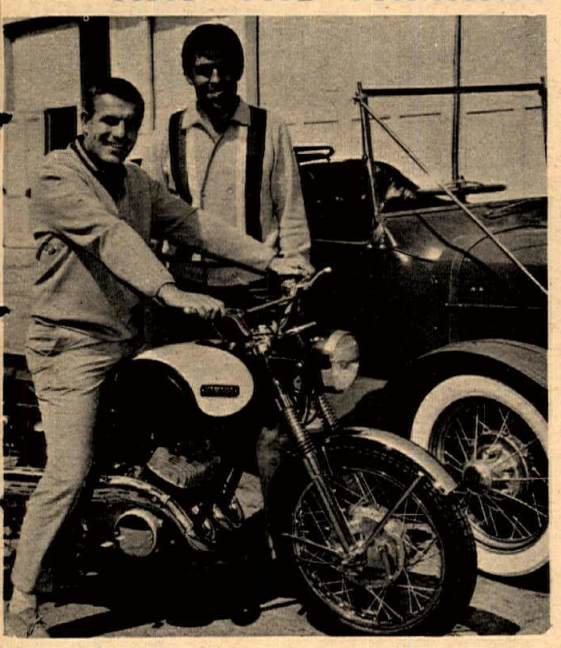
Via The Nation and other media, outlaw motorcyclists became "interesting," a new kind of social phenomenon.

The most recent boost to the prestige of the H.A.'s occurred last October when they became "patriotic" by attacking the Vietnam Day Committee anti-war marcher s in Berkeley. A few marchers were bruised, a Berkeley police sargeant suffered a broken leg, and the H.A.'s shot into the headlines again.

This time, however, was different The scrounges found sympathizers. A political group opposed to the Vietnam Day Committee, the Republicans for Conservative Action, bailed the H.A.'s out of jail. Money was raised for their legal defense. They became nearly folk heros.

(Continued next week)

HIS MAMA AND THE YAMAHA



Jerry Van Dyke, popular star of the TV series called "My Mother the Car", recently purchased some transportation that doesn't talk back. The TV hero's mother in the story came back reincarnated as an antique car so she could continue to give her boy advice through the radio speaker. Van Dyke (astride the bike) is shown here taking delivery of his real-life wheels from Pete Joseph, West Los Angeles dealer, while "Mother" pouts in the background.

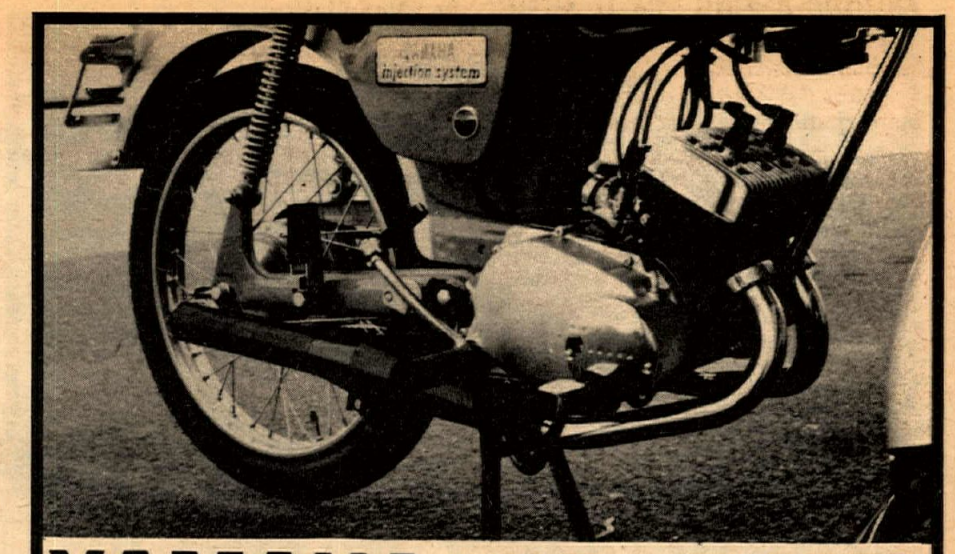
COOLEY'S COLUMN

By Wes Cooley

Many of you have either heard about or attended the indoor short track events on Saturday night at the Long Beach Arena. The crowd is increasing at each event. Apparently, this has stimulated quite a bit of interest or concern on another promoter's part, since his assistant is continually seen pacing busily through the pit area.

We hear from a very authoritative source that motorcycles will be run two nights per week this season at Ascot. Could it be that we are going to see quarter-mile racing at Ascot for the first time?

We predict there will be a considerable amount of dissension between the promoter and the riders concerning the purses given at Ascot. It should be very interesting to observe. There is a good possibility of great changes in professional motorcycle racing in Southern California this season. Even if there is no change, at least there will be a great deal of screaming and hollering. To coin an old phrase "It's tough to get the boys back on the farm after they've seen Paree"; and one must admit that the Long Beach Arena after Ascot is Paree.



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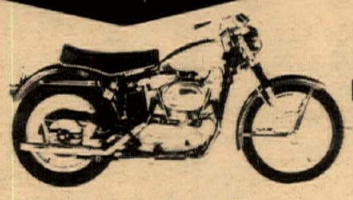

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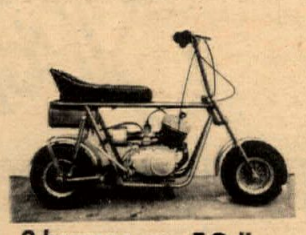

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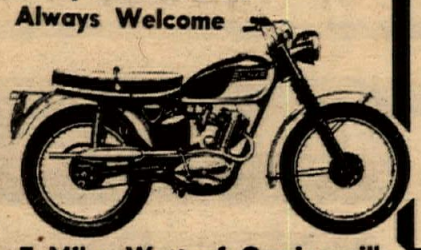

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INDOOR SPEEDWAY - continued

from front page

get into the elimination heat races in time and did not ride in the regulation program. Explains A.M.A. referee Bert Brundage, "with professional-size purses at stake, riders are expected to be ready on time, like pros."

Promoters Don Brymer and Bob Dowis again staged a colorful show from start to finish with a new brass band on hand. "Batman" also rode into the arena to open the show.

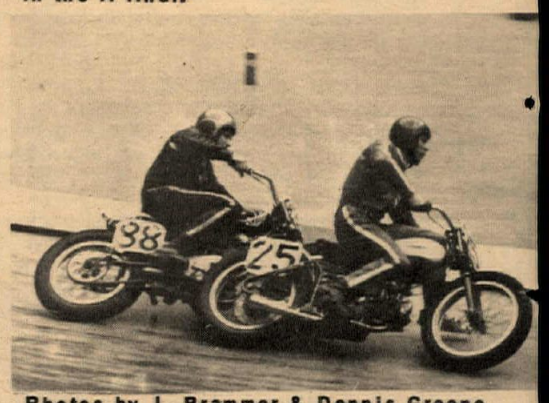
Gary Nixon was featured in a special pre-race interview and then the highlite of the evening was the special appearance of "Mr. Box Office" himself, movie great John Wayne. Wayne presented ASC helmets to two lucky winners at the intermission drawing.

Another added attraction was a six-rider balloon busting contest with the contestants mounted on cycles swinging paper clubs at each other's balloons. The winner was an expert classed rider from Texas who was not entered in the race.

Extra ballyhoo kept coming and next was the trophy for the best dressed rider. The three in the contest were Nixon, Dan Haaby and Bruce Holland. It was close but Nixon took home the new Bell Helmet from Johnson Motors.

Close to 6,000 people jammed their way into the arena for the third race of the season to set another all time under-the-roof record. The next show at the arena is slated for Saturday night, April 9th.

(Results on Page 12)



ABOVE: Joe Klocow, skated around in this fashion. BELOW: Rayborn gave Simmons no chance to pass in the A final.

Photos by J. Brammer & Dennis Greene.

THE FINISH LINE

By ROXY ROCKWOOD

100-LAP TT THIS WEEKEND

Who is the best TT rider in the land? This Sunday afternoon will answer that question when J. C. Agajanian gathers the troops together for the annual flinger that sends the boys around and around for 100 laps in the 6th annual Grand Prix steeplechase event at Ascot.

Guys that like the long affairs like Dick Dorresteyn, Dave Palmer and Sid Payne will be testing their laurels against Triumph's top two tigers, Dick Hammer and Eddie Mulder.

Mulder, the $100.00-a-minute man at Long Beach Arena, has often led the Ascot 100 and the yearly 50-lap national but has always been shot down for one reason or another.

Iron man Hammer has the ability and the endurance to carry the machine around the track, if necessary. They have not yet built the motorcycle that can take the pace that Dick would like to set.

The once a year 100-lapper has become so big that this year it will be a two day event with the million or so novice riders running into, over, and around each other on Saturday in hope that 20 of them will be alive and healthy enough to advance to the feature on Sunday afternoon.

Racing Saturday is for novice riders only with the first race slated for 2 p.m.

Big brother takes over on Sunday in the form of the amateurs and experts with the starting time for the polished pros also set for 2 p.m.

YEAR'S BIGGEST PURSE

About 100 amateurs and experts will be out on Sunday to time trial for the 33 starting positions. The first 20 across the line will share in the 40% purse that is the biggest TT grab bag of the year, bar none.

The fastest novice riders from Saturday will run in a special main event and then there will be a semi-main for the amateurs and experts that did not time in fast enough to make the regular show. The first three in this one get the honor of lining up in the back row, row eleven, for the big one.

The start of the 100 gives two wheel followers as big a charge as car lovers get from the start of the Indy 500. In the previous five events held no rider has been nuts enough to fall off in the early laps. That is all except one, that was Dickie Newell last year and he has not ridden an Ascot TT since.

They say Dick is still recovering from the shakes of watching 32 other guys see how close they could miss him by as they roared onto the back stretch.

The AMA took a dim view of his crash and tacked a three digit number on him this year in hopes that he would get mad—and NOT try again. Don't bet on it.

This is the race that makes amateurs wish they were novices again. A few always make the lineup but have about as much chance of winning as I do.

There are always a few riders who plot to run at about half speed so they can at least be around at the finish. One year a rider we will leave un-named made over 20 pit stops—but he still finished.

One of the top half-milers tried the grind a few years ago and soon came in for a pit stop. The crew really had wrenches flying and were soon ready to go. The Friday night ace was lying down behind the pit wall and told them, "Don't call me, I'll call you--when I'm ready."

You have to go with a guy like Dorresteyn. One year he won the race and was later out in the parking lot on a lightweight doing wheelies. No wonder we never get any out-of-state riders to enter the annual big one.

All are reminded to wear makeup as the race will be video-taped for ABC "Wide World of Sports" and shown sometime next summer. No black leather jackets, please.

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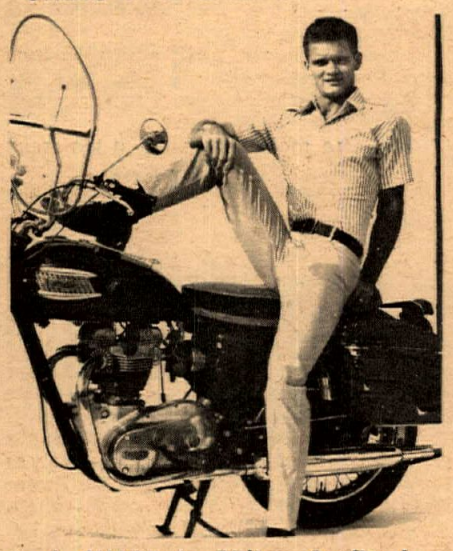

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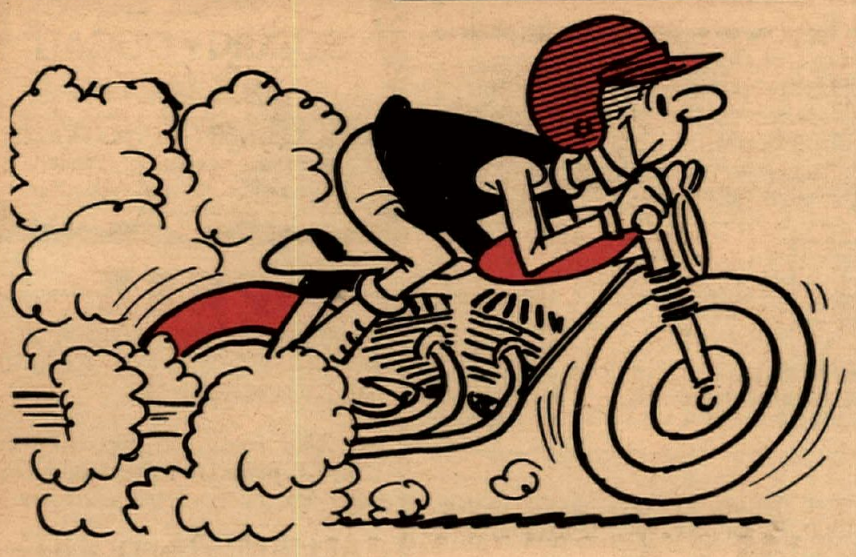

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RESULTS

FOUR ACES HARE SCRAMBLES
February 20, 1966

1.	Dick Vick	1st op. ex.
2.	Bob Ferro	2nd op. ex.
3.	Malcolm Smith	1st 250 ex.
4.	Ken Knudson	3rd op. ex.
5.	Phil Bowers	2nd 250 ex.
6.	James Martino	4th op. ex.
7.	Reed Price	5th op. ex.
8.	Lynn Cole	3rd 250 ex.
9.	Bill Staats	1st op. am.
10.	Dick Fletcher	6th op. ex.
11.	Bill Friant	4th 250 ex.
12.	Gary Cole	5th 250 ex.
13.	Glenn Thomas	2nd op. am.
14.	John Coots	6th 250 ex.
15.	Mil Green	7th op. ex.
16.	Steve Staats	1st 250 am.
17.	Howard Beach	1st op. Nov
18.	Ted Lapadakis	8th op. ex.
19.	Stan Gorguro	3rd op. Am.
20.	Bob Reddish	9th op. ex.
21.	Gary Preston	10th op. ex.
22.	James Camaret	11th op. ex.
23.	Lon Peterson	12th op. ex.

SO. CALIF. TRIALS ASSOC.
ENGLISH TRIALS RESULTS
Littlerock - February 20, 1966

Masters

1.	Bob Grove	Gre
2.	Jim Frasher	Bul
3.	Dan Carlton	Mon
4.	Bob Kulek, Jr.	Gre
5.	Dick Eaton	Mat

Expert

1.	Jack Milne	Mat - tie
1.	Bob Kulek, Sr.	Gre - tie
3.	Norman Devereux	Bul
4.	Dick Murray	BSA
5.	Danny Hockie	Hod

Am. Heavyweight

1.	Harry Brattin	Tri
2.	Jim Baird	BSA
3.	Jim Jamagin	Mat
4.	Leslie Chester	Tri

Am. Lightweight

1.	Dick Homes	Dot
2.	Fred Bogart	Dot
3.	Charles Blosfield	Gre
4.	Pat White	Tri
5.	Jerry Edmond	Gre

Am. Ultra Lightweight

1.	Eric Olesen	Hod
2.	Martel Geibel	Hod
3.	Jim Young	Yam
4.	Bill Wells	Hon
5.	Jim Symons	Yam

SO. CALIF. TRIALS ASSOC.
Canyon Crest Area - Riverside
Feb. 27, 1966

Masters & Experts

1.	Bob Grove	Gre
2.	Bob Kulek	Gre
3.	Don Carlton	Gre
4.	John Milne	Mat

Am. Heavy

1.	James Smith	BSA
2.	Harry Brattin	Tri

Am. Lgt Wt

1.	Charles Blosfield	Gre
2.	Rick Lockhart	Bul
3.	Fred Bogart	Dot

Am. Ultra Lt. Wt.

1.	Steve Ruvolo	Yam
2.	George Steward	Hon

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Sunday Feb. 27, 1966
Prado Park

50cc Am. & Ex. Moto

1.	Jay Lewis	Yam
2.	Floyd Lewis	Yam
3.	Kirk Lewis	Hon
4.	Chuck Basney	Hon

80 - 90 - 100 Am. Main

1.	Stanley Mottingly	Yam
2.	Rick Sherlt	Hon
3.	Jim Poulett	Hod
4.	Patrick Jaya	Hon

80cc Ex. Main

1.	Rich Henricksen	Hon
2.	Chuck Baker	Suz
3.	John Selson	Hon

175 - 200 Ex. Moto

1.	Jeff Runyan	Bul
2.	Dewayne Jones	Bul
3.	Jerry Davis	Bul
4.	Doug Yerkes	Bul

125 - 175 Am. Moto

1.	Roland Clark	Bul
2.	George Omo	Mon
3.	Randy Marton	Mon

200cc Am. Moto

1.	Chuck White	Bul
2.	Phil Todd	Bul
3.	Drew Lindsey	Bul

250cc Nov. Main

1.	Wes Patterson	Hon
2.	James Griffin	Hon
3.	Lawson Pedigo	Hon

250 Am. Main

1.	Mike Morrissey	Bul
2.	Don Harris	Hon
3.	Don Baffins	Yam

250cc Ex. Main

1.	David Ham	Bul
2.	DeWayne Keeter	Mon
3.	Lonnie Walter	Bul
4.	Larry Patrick	Bul
5.	Doug Yerkes	Bul

21" Am. Main

1.	Mike Rosey	Hon
2.	Jack Code	Hon
3.	C.D. Garday	Hon

21" - 500 Ex. Moto

1.	Jim Hunter	BSA
2.	Arvil Sparks	Tri
3.	Monte Darling	Hon
4.	Don Kelley	BSA
5.	Darwin Ballard	BSA

500 Nov. Moto

1.	John Lohop	Tri
2.	Phil Holcomb	BSA
3.	Paul Band	Mat
4.	Joe Heylek	BSA

500 Am. Main

1.	Victor Nelli	Tri
2.	Terry Hunt	Tri
3.	Paul DeLotorri	Mat
4.	Ken Sparkman	BSA

Open Novice

1.	Dave Weld	Tri
2.	Nick Delegianis	Tri
3.	Randy Thomas	BSA

Open Am. Moto

1.	Willie Ford	Tri
2.	Johnny Sprague	Tri
3.	Mike Morton	Tri

Open Ex. Main

1.	Bob Riley	Tri
2.	Guy Louis	RE
3.	Jim Hunter	BSA

SideHack

1.	Mike Hart Jerry Sale	Tri
2.	Otis Bisbee Wade Krogstie	AJS

LIONS DRAG STRIP
Sunday, Feb. 27, 1966

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C Gas:	Terry Donovan	BSA	15.72	81.74
D Gas:	Rick Watters	Hon	13.89	93.60
E Gas:	Bob Braverman	Yam	13.48	96.36
A Fuel:	Milford Blair	H-D	-----	------
A Street:	Tim Donovan	H-D	14.28	94.04
B Street:	Will Johnson	Tri	13.76	98.14
C Street:	Walt Magness	Hon	15.23	87.37
D Street:	Terry Smith	Hon	14.74	88.32
E Street:	Coonfield	Yam	16.43	78.94
F Street:	Steve Cox	Hon	17.70	71.09
Lady Eliminator:	Lana Mak	Hon	-----	------

A.H.R.A. WORLD RECORDS

Stock:				
J/B	Tony Pagliari	Hon	16.00	79.57
K/B	Steve Rowles	Suz	15.55	81.30
M/B	Steve Cox	Hon	17.04	74.01
Modified:				
MG/A	Bob Michael	H-D	11.96	-----
MG/A	Ed McDonald	H-D	-----	109.63
MG/B	Moulders & Reese	Nor	12.26	109.22
MG/C	William Fleming	Tri	12.65	102.38
MG/D	Sid Anglin	Hon	13.91	96.97
MG/G	Oliver Price	Hon	16.17	79.22
Dragster:				
MD/D	Dennis Manning	Hon	12.70	99.66
MD/F	Bob Braverman	Yam	12.59	98.46

REVELIERS M.C. SPORTSMAN HILLCLIMB
HART PARK - February 13, 1966
Man - Mile Trophy Special Open event
Marsh Runyon of Fresno, Calif.

Open Class			Time	Distance
1.	Dick Butolucia	Tri	6:06	250
2.	Marsh Runyon	H-D	6:94	250
3.	Mickey Baugus	BSA	7:16	250
500cc Class				
1.	Clayton Catleft	Hon	8:00	250
2.	Jimmy Danford	Hon	8:30	250
3.	Billy Byrant	Hon	9:33	250
250cc Class				
1.	Albert Ponti	Bul	7:99	250
2.	Myram Kitchen	Duc	----	188
3.	Fred Sauchez	Bul	----	155
4.	Mick Grazian	Bul	----	136
200cc Class				
1.	Leonard Sandoval	Bul	9:69	250
2.	Gene Chandler	Bul	----	159
3.	Dixie Sanders	Bul	----	158
100cc Class				
1.	Mike Lane	Hod	----	83

The Reveliers M.C. did tell who won their hilclimb at Bakersfield, but unfortunately they told another publication who shares a name similar to ours. Now that they've found their way home to us, the results appear above.

INDOOR SHORT TRACK
Long Beach Area
Sat. Feb., 26, 1966

Heat Race Winners

1.	Gary Nixon	Tri
2.	Jack Simmons	Hon
3.	Steve Scott	Bul
4.	Butch Languth	Hon
5.	Guy Louis	Par
6.	Dusty Coppage	Bul
7.	Dan Haaby	Bul
8.	Eddie Mulder	Tri
9.	Bruce Holland	Hon
10.	Pete Van Galie	Hon

Semi-Main event Winners

1.	Eddie Mulder	Tri
2.	Steve Scott	Bul
3.	Jack Simmons	Hon
4.	Butch Languth	Hon
5.	Dan Haaby	Bul

"C" Main

1.	Bob Bailey	Tri
2.	Sonny Nutter	Bul
3.	Jim Connally	Mon

"B" Main

1.	Dusty Coppage	Bul
2.	Eddie Wirth	H-D
3.	Guy Louis	[illegible]

"A" Main

1.	Eddie Mulder	[illegible]
2.	Cal Rayborn	H-D
3.	Lee Stumpenhaus	Gre

RIVERSIDE BOMBERS M.C.
TT SCRAMBLES - Perris
Sunday, Feb. 27, 1966

55cc Am - Ex Moto

1.	Keith Mashburn	Hon
2.	Kirk McDowell	Hon
3.	Chris Robinson	Hon
4.	Bob Peck	Hon

250cc Am. Moto

1.	Baron Claule	Bul
2.	Donnie Harrison	Bul
3.	Bill Cody	Mon
4.	James Coates	----

250 Ex. Moto

1.	Lee Stumpenhaus	Gre
2.	George Walker	----
3.	E. Zimmermann	Bul

125cc Am. Ex. Moto

1.	Dave Smith	Hon
2.	Claude V. Long	----
3.	Allen Woods	VT

100cc Am. Ex. Main

1.	Keith Mashburn	Hon
2.	Kirk McDowell	Hon
3.	Brad Szutz	Hon

250 Nov. Main

1.	Chris Hartman	Mon
2.	Gary McLarty	----
3.	John Colombero	Bul

175-200 Am. Ex. Main

1.	Lee Stumpenhaus	Gre
2.	John Colombero	Bul
3.	Dave Smith	Bul
4.	Larry Rose	Bul
5.	L. Hammond	Bul

FONTANA DRAG STRIP
Sunday, Feb. 27, 1966

A STREET
Al Sherwin H-D

B STREET
Debee Corley Tri

C STREET
Duran Anderson Tri

D STREET
Niel Micelich Hon

E STREET
Steve Rowles Suz

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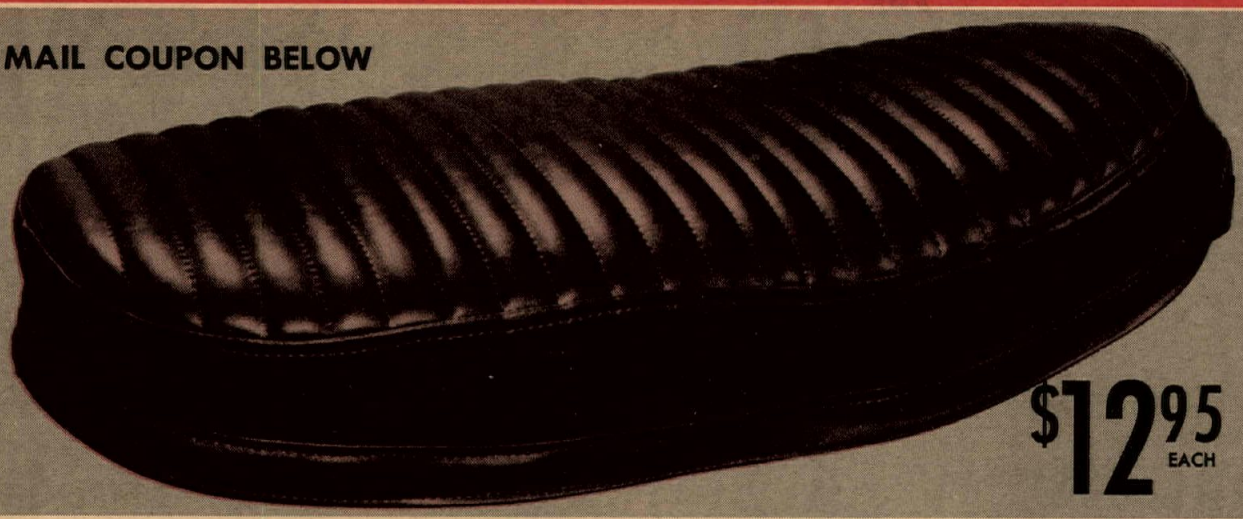

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☐ SILVER ☐ BLACK
☐ BURGUNDY ☐ WHITE

SHORT PLEATS ☐

LONG PLEATS ☐

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Name _____

Address _____

City _____ State _____ Zip _____